

Sometimes we have to use some form of detention because some of these kids just will not mind otherwise. We know that. They have multiple arrests.

I believe we have made some progress. I am honored to have worked with Senator LEAHY, Senator BIDEN, and certainly Senator HATCH, the chairman of our committee. He is an outstanding legislator, a man of integrity and principle, and an outstanding constitutional lawyer who cares about his country and serves it well every day.

I yield the floor.

MORNING BUSINESS

Mr. HATCH. Mr. President, I ask unanimous consent that the Senate now proceed to a period for morning business, with Senators permitted to speak for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

BUYING FLOOD DAMAGED VEHICLES

Mr. LOTT. Mr. President, consumers, motor vehicle administrators, law enforcement, and the automotive and insurance industries anxiously await Congressional action on appropriate and workable title branding legislation. Legislation that provides used car purchasers with much needed pre-purchase disclosure information for severely damaged vehicles.

As a result of varying state approaches, consumers are not always advised of a vehicle's damage history. The National Salvage Motor Vehicle Consumer Protection Act, S. 655, that I introduced back in March, would help correct this problem. It provides grant funds to states to encourage their adoption of uniform terms and procedures for salvage and other severely damaged vehicles. While a mandatory federal scheme was suggested during the last Congress, there were serious Constitutional concerns and the real potential that Congress would create an expensive unfunded mandate on states. The approach taken in S.655 overcomes these problems and provides states with offsetting funding.

Mr. President, it is clear that any title branding legislation Congress adopts must contain a rational definition for vehicles that sustain significant water damage.

The Congressionally chartered Motor Vehicle Titling, Registration and Salvage Advisory Committee, whose recommendations for curtailing title fraud and automobile theft spurred my sponsorship of S.655, came to the reasoned conclusion that water damage was so potentially insidious in nature that a separate and distinct consumer disclosure category needed to be created. One that distinguished flood vehicles from salvage and nonrepairable vehicles.

S. 655, which is similar to the bipartisan measure I coauthored with Sen-

ator Ford during the last Congress, adopts a distinct flood vehicle category and improves upon the definition initially proposed by the task force.

Mr. President, I am sure my colleagues are aware that the State of Illinois, which initially adopted the task force's recommended flood definition, subsequently revised it based on anti-consumer results. Illinois found that branding "any vehicle that has been submerged in water to the point that rising water has reached over the door sill or has entered the passenger or truck compartment" caused too many vehicles to be unnecessarily branded as "flood" vehicles. Vehicles that were significantly devalued and lost their manufacturers warranty when the only damage the vehicle suffered was wet carpets or wet floor mats.

S.655 is a good example of the need to balance competing consumer interests when establishing uniform titling definitions. Instead of unnecessarily and inappropriately branding vehicles with mere cosmetic damage, this legislation rightly brands as "flood" those vehicles which sustain water damage that impairs a car or truck's electrical, mechanical, or computerized functions. It also requires the "flood" designation for vehicles acquired by an insurer as part of a water damage settlement. This measure also includes an independent flood inspection as recommended by a working group of the National Association of Attorney's General.

Mr. President, I ask my colleagues to heed the call of used-car buyers and provide them with a reasonable and workable title branding measure. One that includes all of the minimal definitions needed to protect them from title fraud and automobile theft.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, May 19, 1999, the federal debt stood at \$5,593,797,968,334.37 (Five trillion, five hundred ninety-three billion, seven hundred ninety-seven million, nine hundred sixty-eight thousand, three hundred thirty-four dollars and thirty-seven cents).

Five years ago, May 19, 1994, the federal debt stood at \$4,588,987,000,000 (Four trillion, five hundred eighty-eight billion, nine hundred eighty-seven million).

Ten years ago, May 19, 1989, the federal debt stood at \$2,780,326,000,000 (Two trillion, seven hundred eighty billion, three hundred twenty-six million) which reflects a doubling of the debt—an increase of almost \$3 trillion—\$2,813,471,968,334.37 (Two trillion, eight hundred thirteen billion, four hundred seventy-one million, nine hundred sixty-eight thousand, three hundred thirty-four dollars and thirty-seven cents) during the past 10 years.

NATIONAL MARITIME DAY

Mr. LOTT. Mr. President, I would like to take a moment to recognize that today is National Maritime Day, when the Nation pays tribute to the American Merchant Mariners who have given their lives in the service of their country. Throughout the history of the United States, our U.S.-flag Merchant Marine has always been there, providing the support that time and again has proven to be essential to victory. It is with the most profound gratitude for the service and sacrifice of America's Merchant Marine veterans that we reflect upon the importance of our U.S.-flag fleet on this day.

On April 29, 1999, I was privileged to be given a very special memento by a group of Merchant Marine Veterans of World War II. It was a patch, of the kind worn by Merchant Mariners during World War II, and it was designed in 1944 by Walt Disney Studios. Walt Disney's people created a mascot for the Merchant Marine, called "Battlin' Pete," and the patch shows Pete knocking out an Axis torpedo.

The presentation was made to express the veterans' gratitude for a very important piece of legislation that the Senate passed last year. Last year's veterans' benefits bill ensures that those American Merchant Marine veterans who served our country in World War II between August 16, 1945—the day that hostilities were officially declared at an end by President Truman—and December 31, 1946—the cut-off day for World War II service for all other service branches—receive honorable discharges for their service and are eligible for veterans' burial and cemetery benefits. This is the least we can do for these deserving veterans. I was privileged to introduce legislation during the 105th Congress seeking that change, and it was later incorporated into the veterans' benefits bill.

The overwhelming majority of World War II Merchant Mariners were previously awarded veterans status. Now, those who served in harm's way through the war's final days are also being recognized. Although Japan officially surrendered in August of 1945, harbors in Japan, Germany, Italy, France—indeed, across the world—still were mined. Twenty-two U.S.-government-owned vessels, carrying military cargoes, were damaged or sunk by mines after V-J Day. At least four U.S. Merchant Mariners were killed and 28 injured aboard these vessels. Even as Americans at home were celebrating victory, American Merchant Mariners carried on as they have always done—bravely serving their country with pride and professionalism.

I am proud that, at that April ceremony, the first honorable discharges for this previously forgotten group went to two Merchant Marine veterans from my home state of Mississippi: Mr. Robert Hoomes and Mr. Louis Breau. Also, I was pleased that Mr. Joseph Katusa, National Chairman, Merchant Marine Fairness Committee, received